

FIG. 1 (Prior Art)

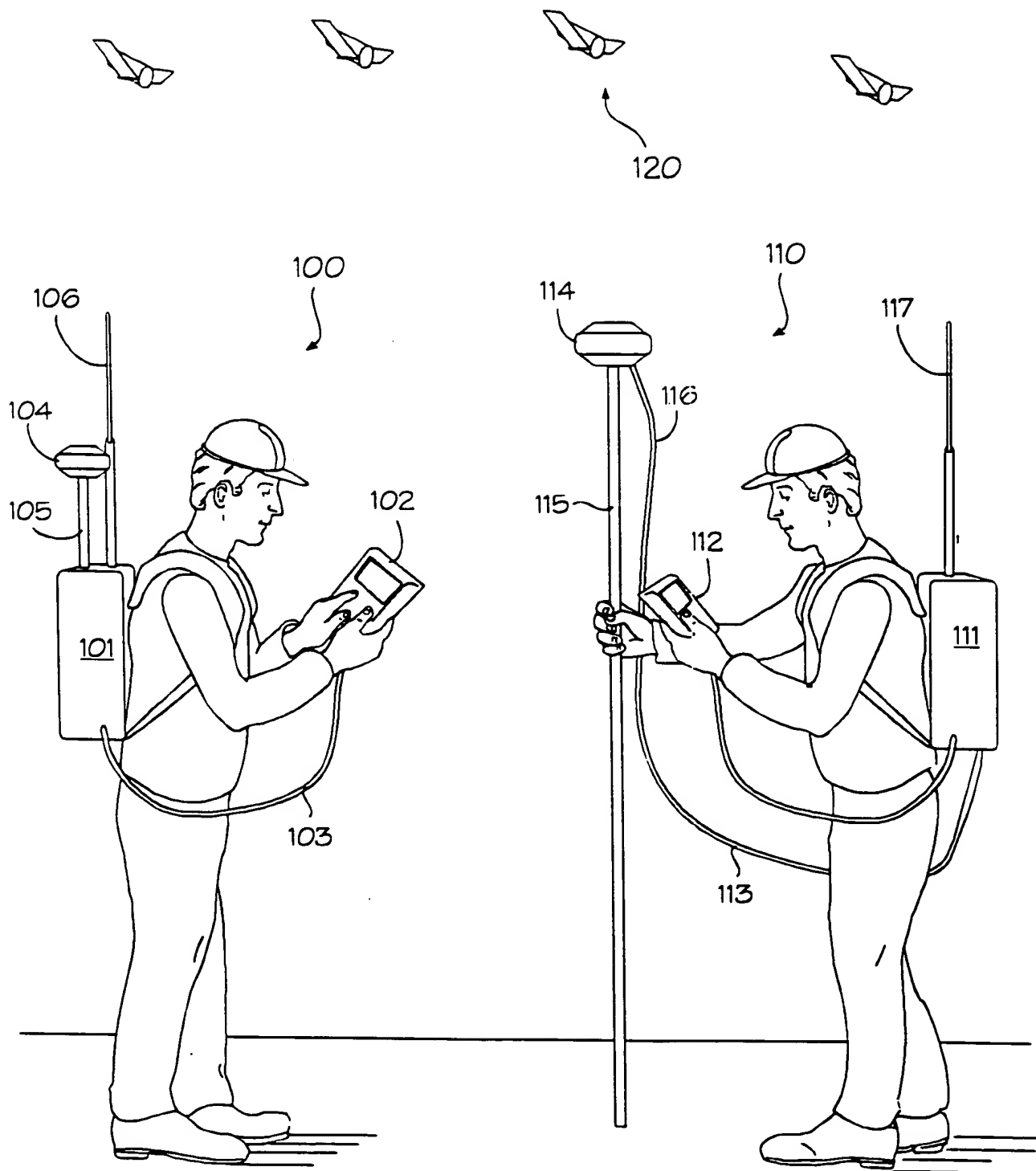


Fig. 1
(Prior Art)

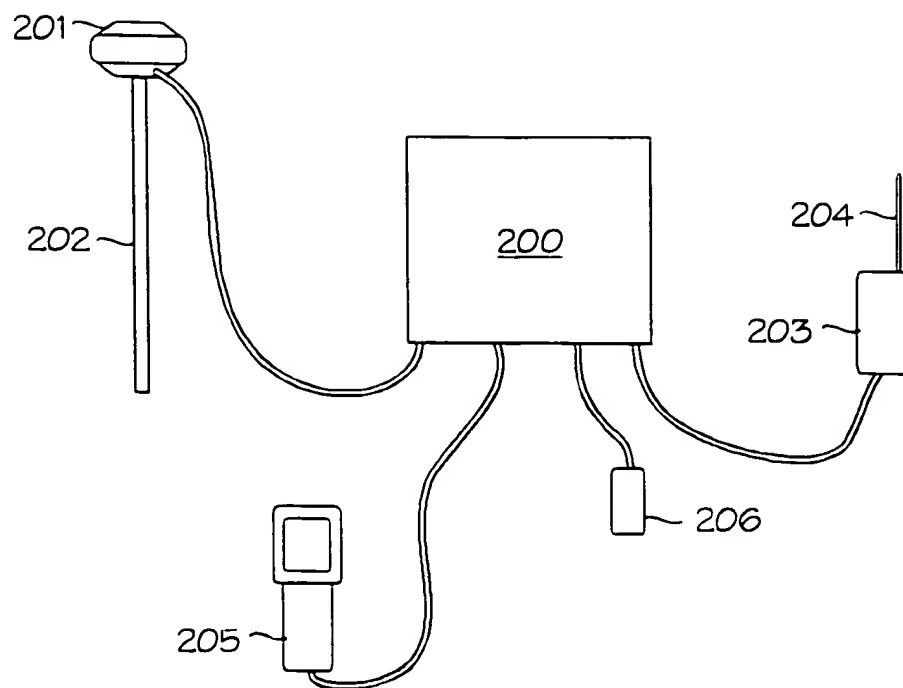


Fig. 2a
(Prior Art)

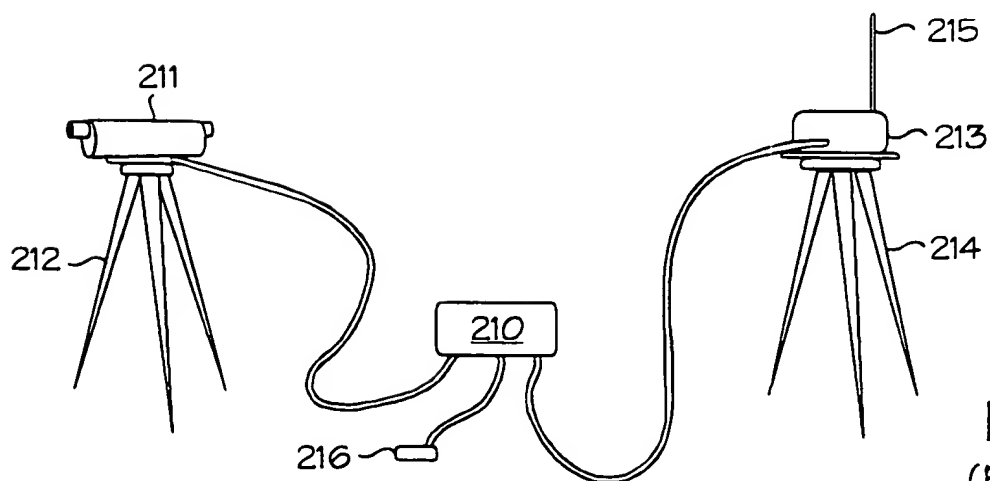


Fig. 2b
(Prior Art)

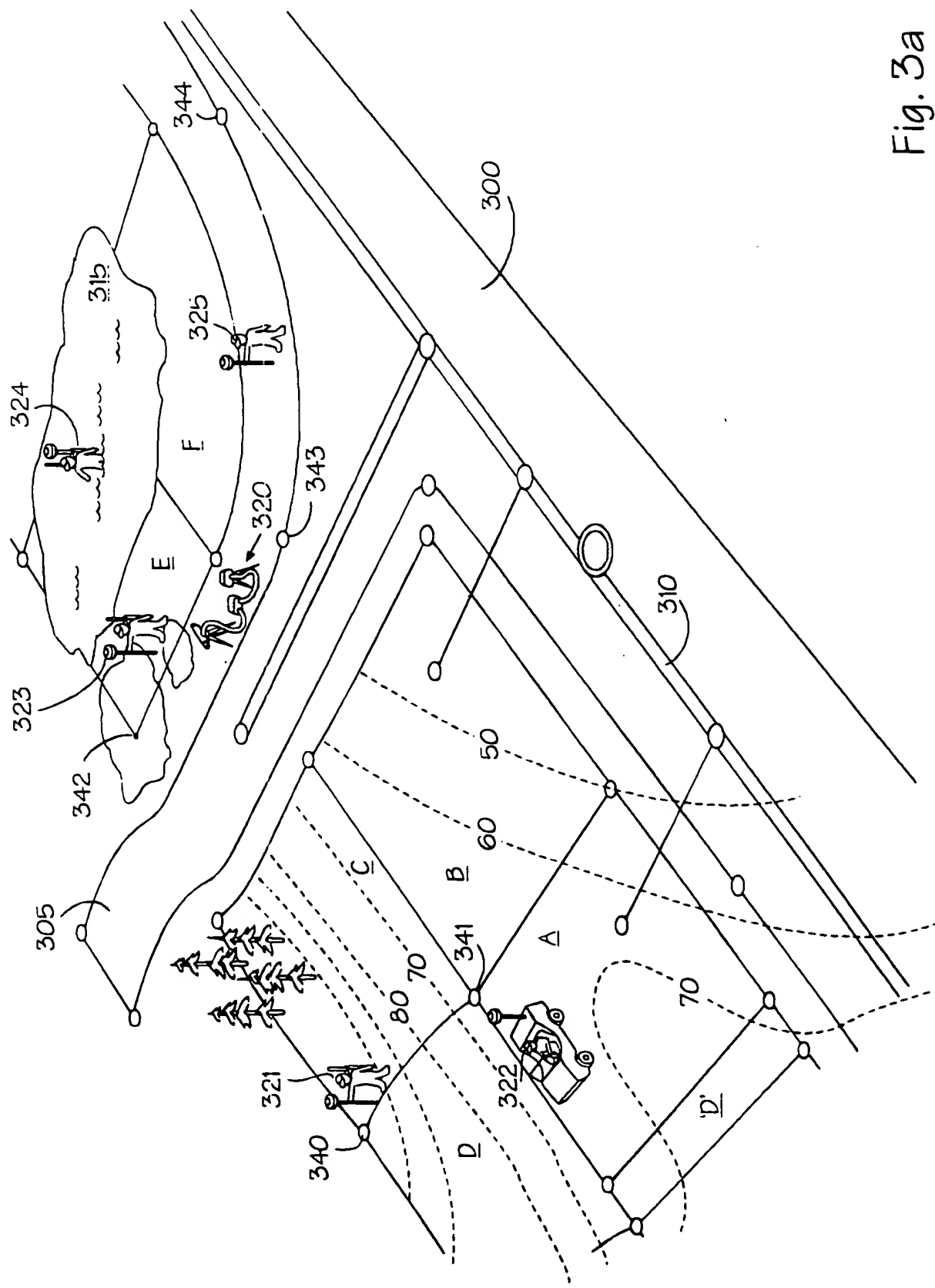


Fig. 3a

FIG. 3b

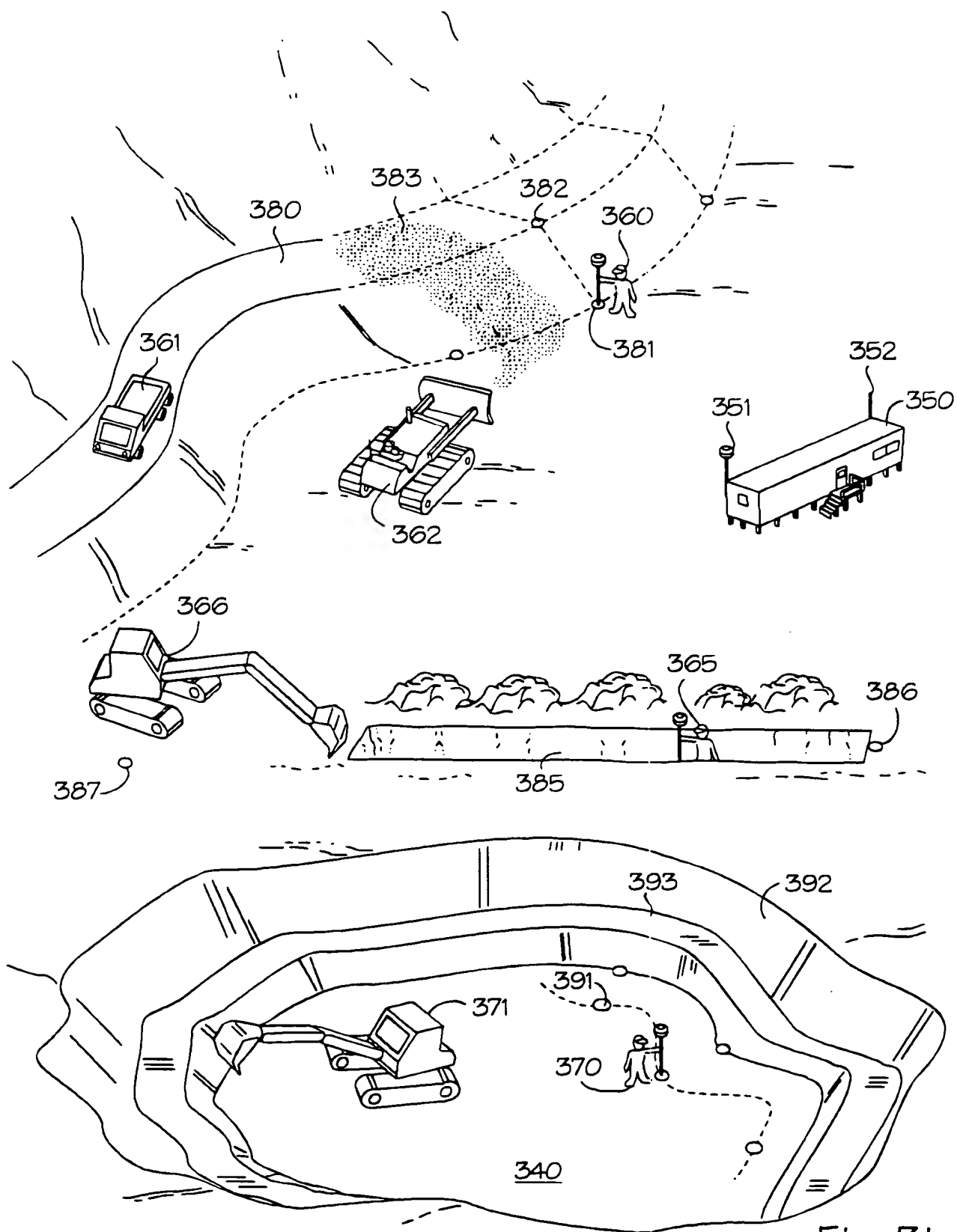


Fig. 3b

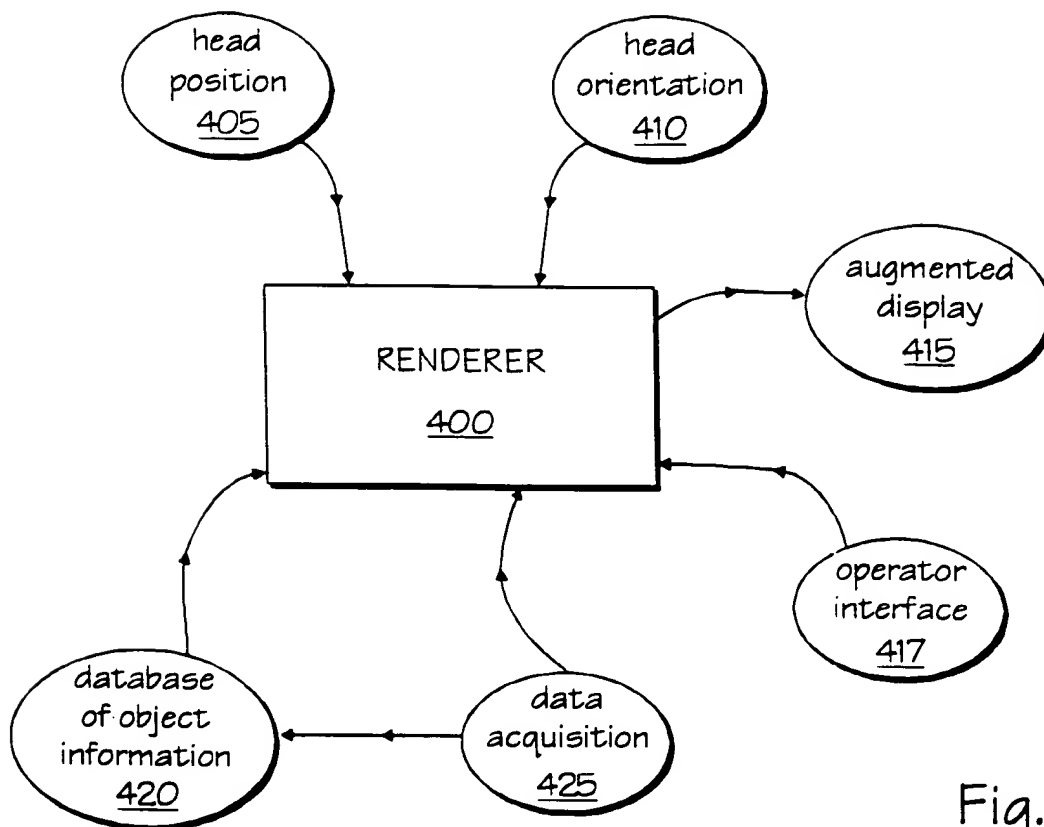


Fig. 4a

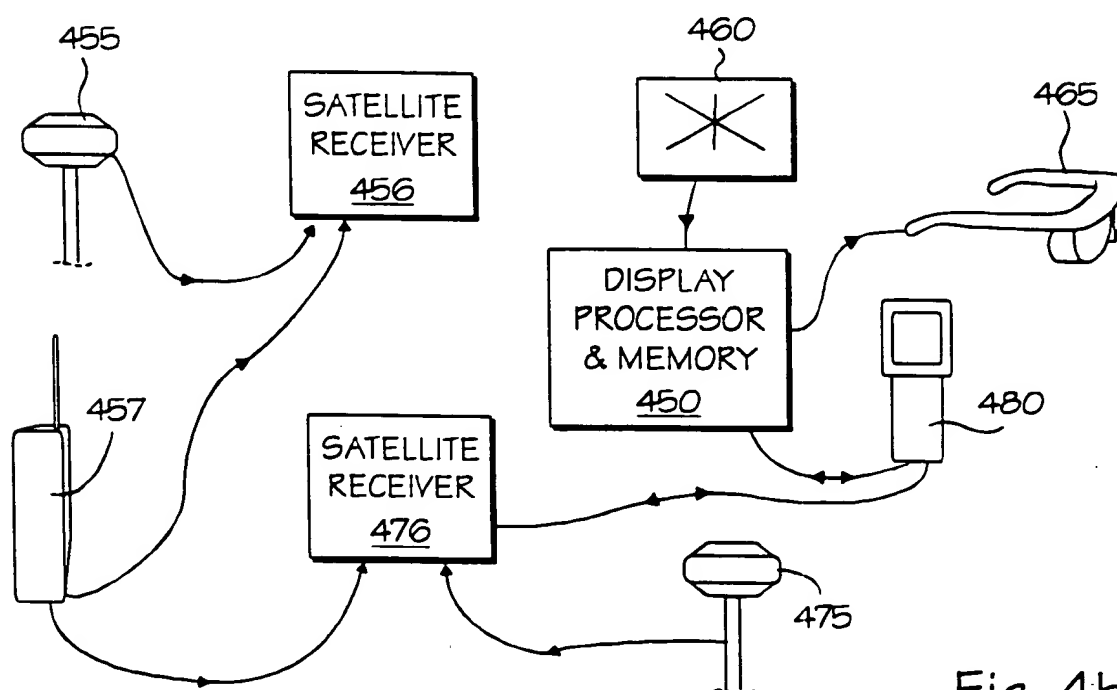


Fig. 4b

FIG. 4c

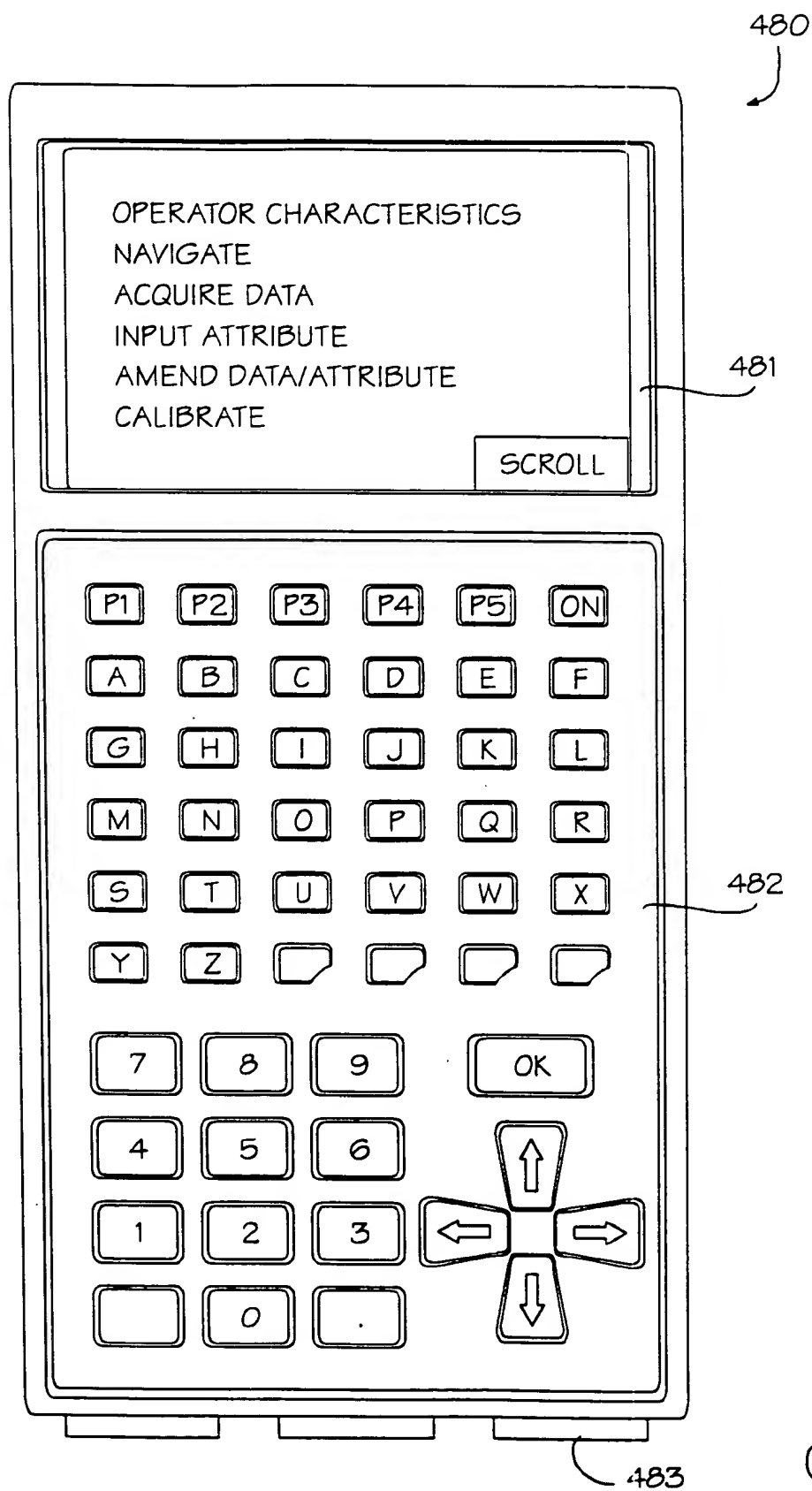


Fig. 4c
(Prior Art)

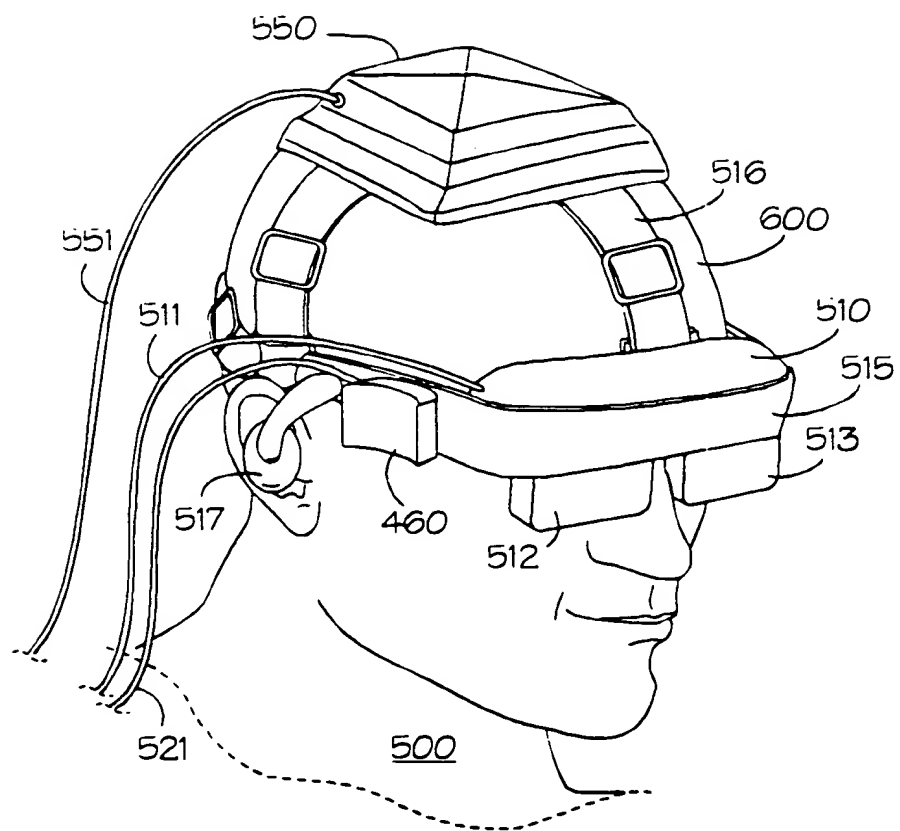


Fig. 5a

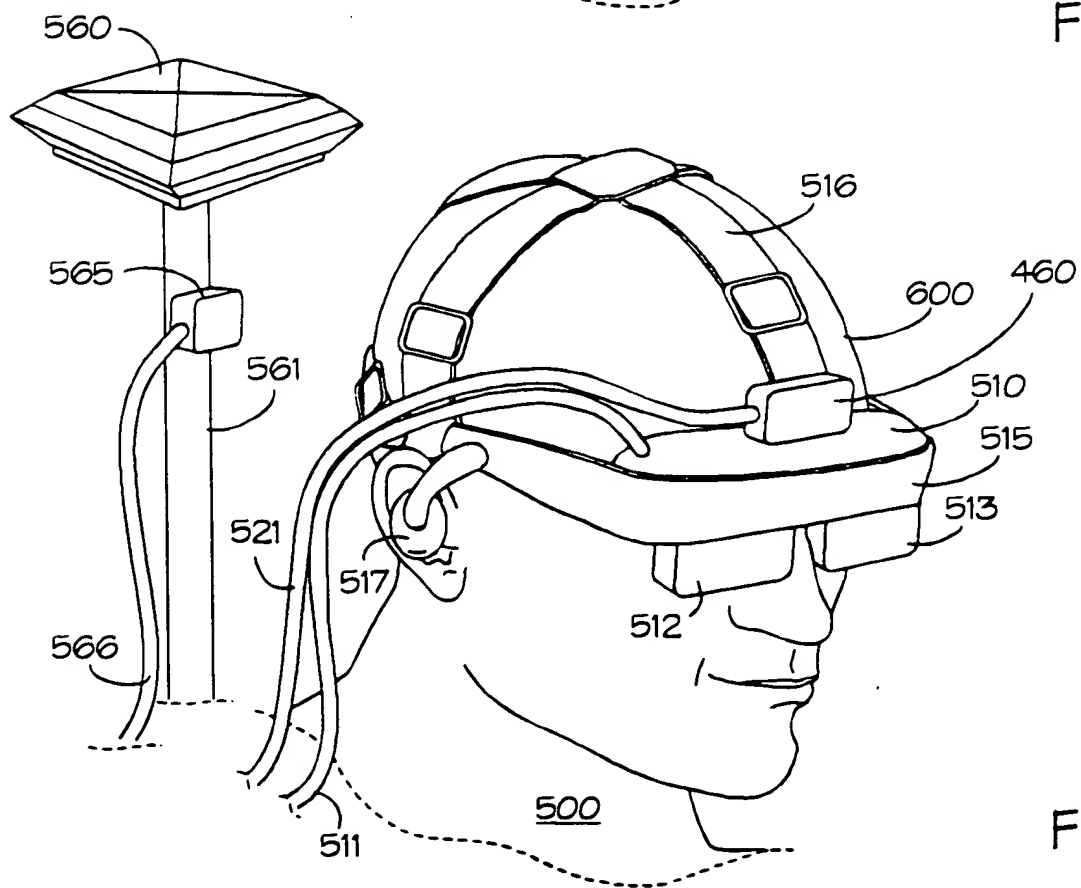


Fig. 5b

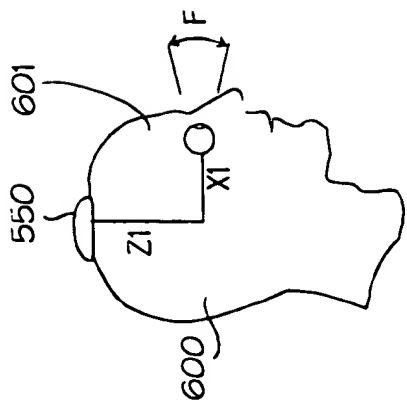


Fig. 6a

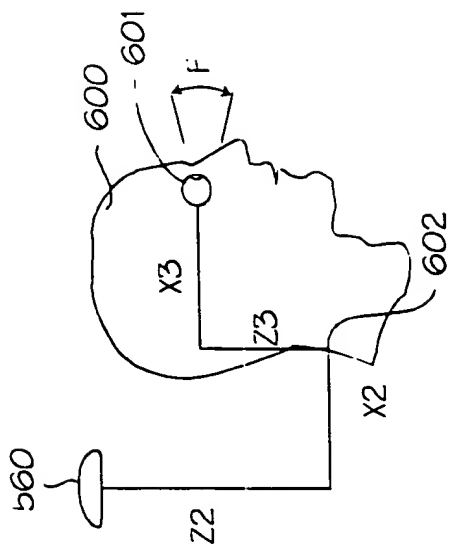
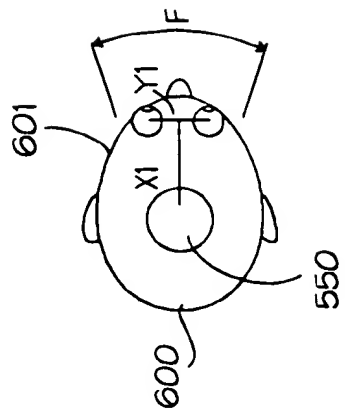
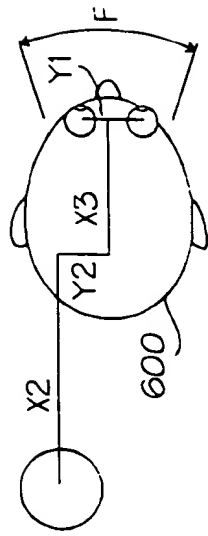


Fig. 6b



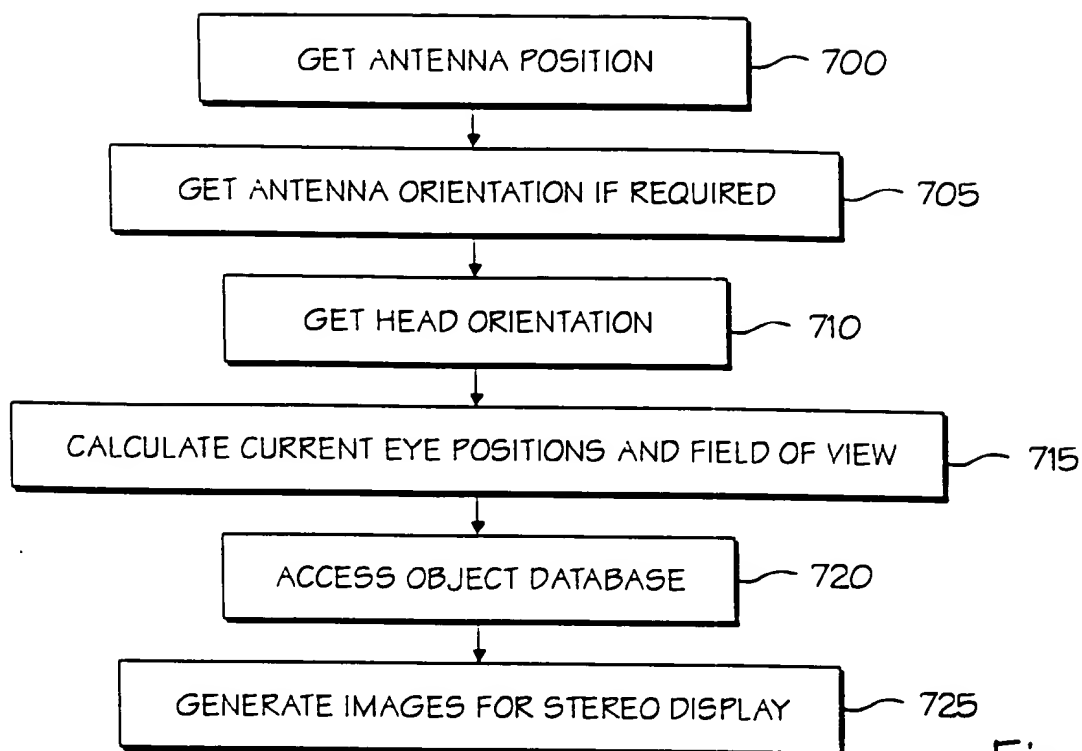


Fig. 7

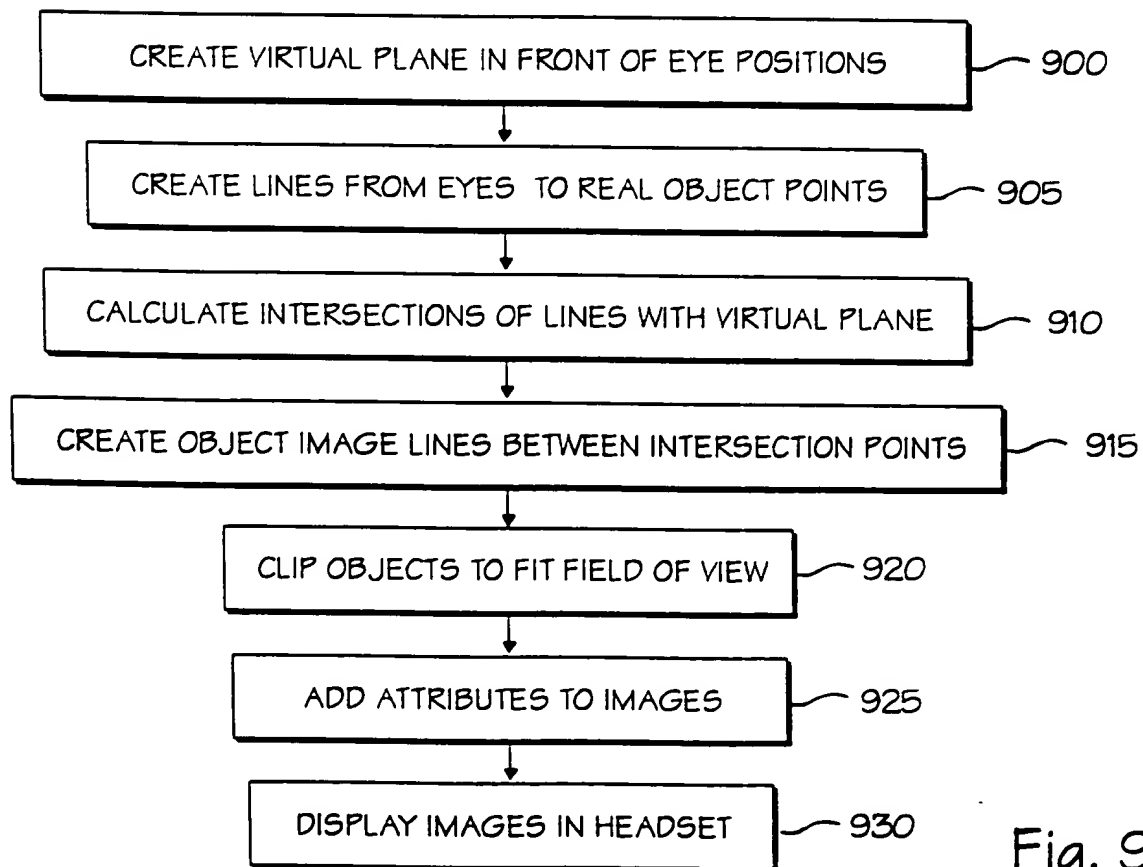


Fig. 9

FIG. 8

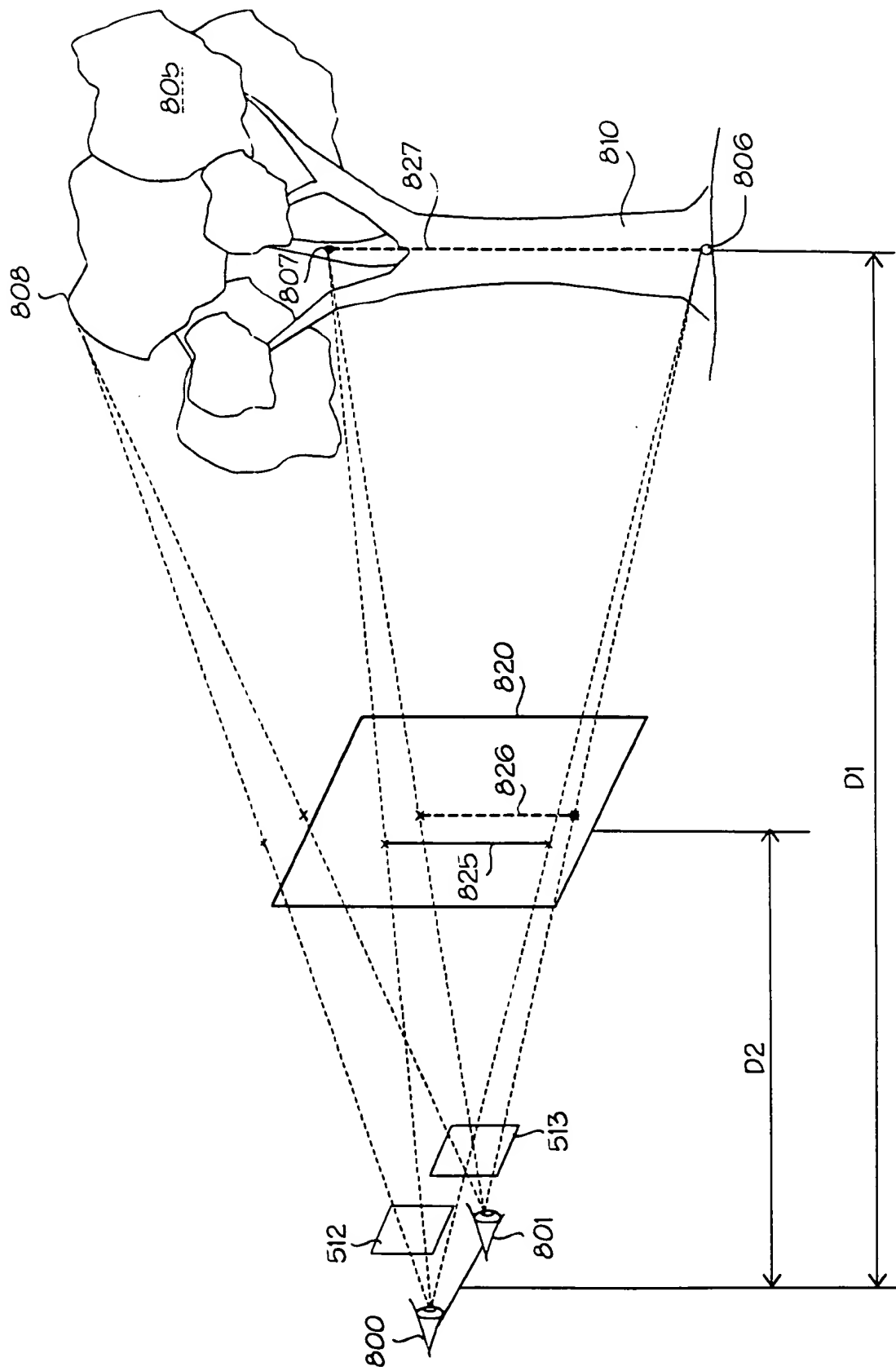
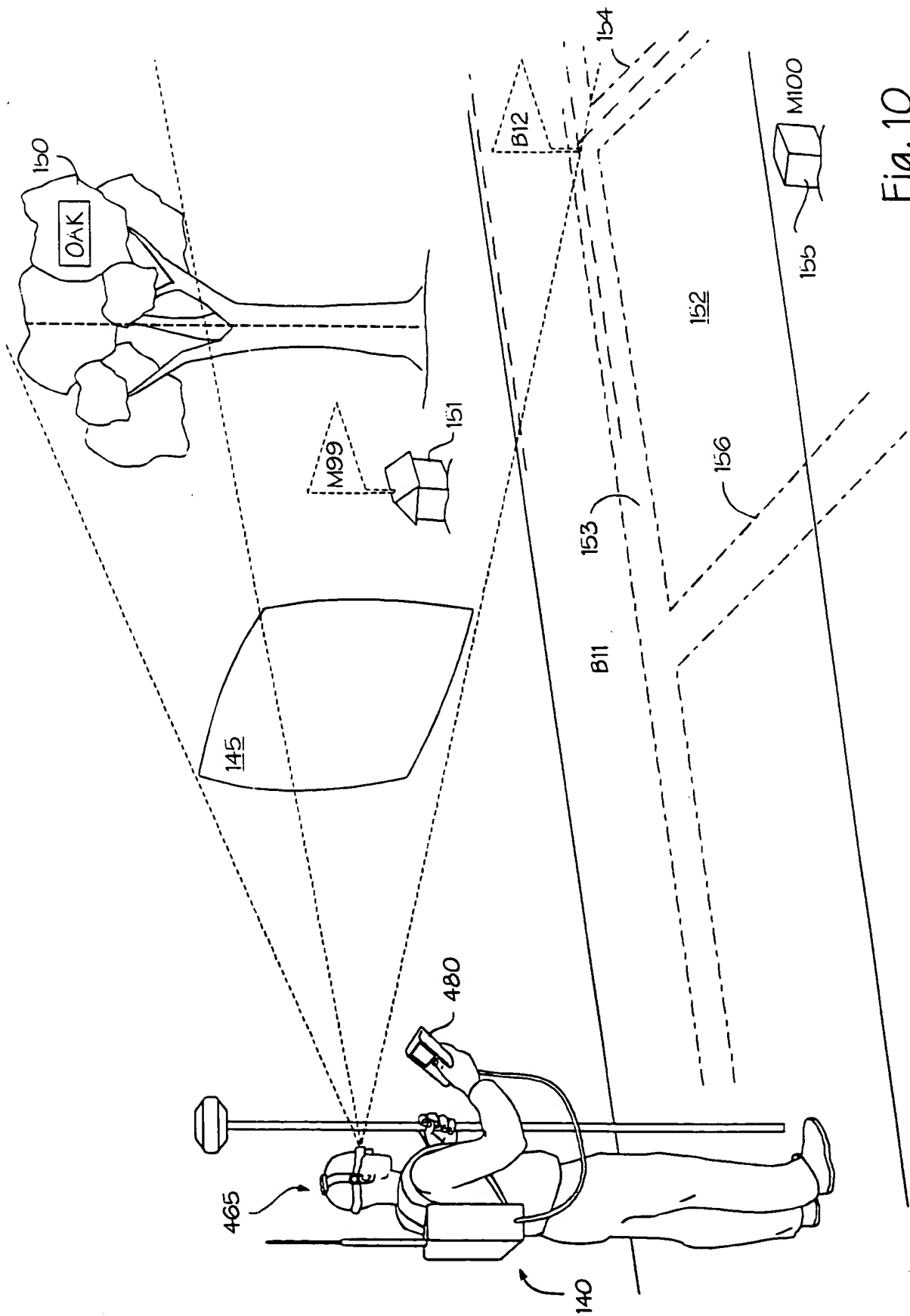


Fig. 8



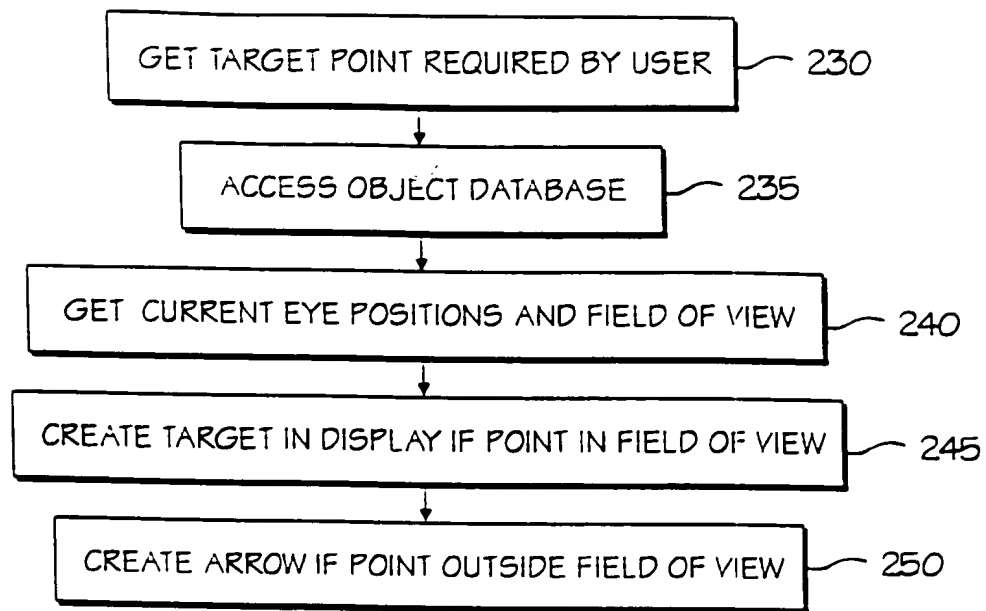


Fig. 12

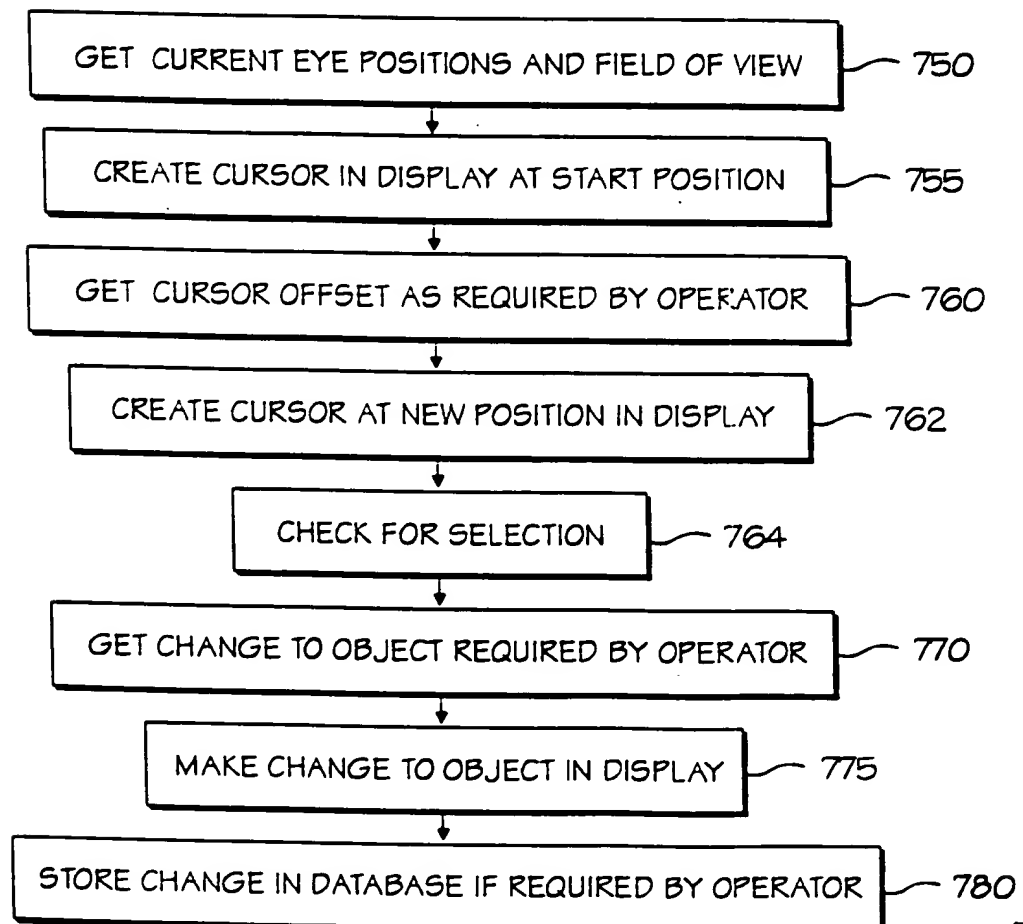


Fig. 14

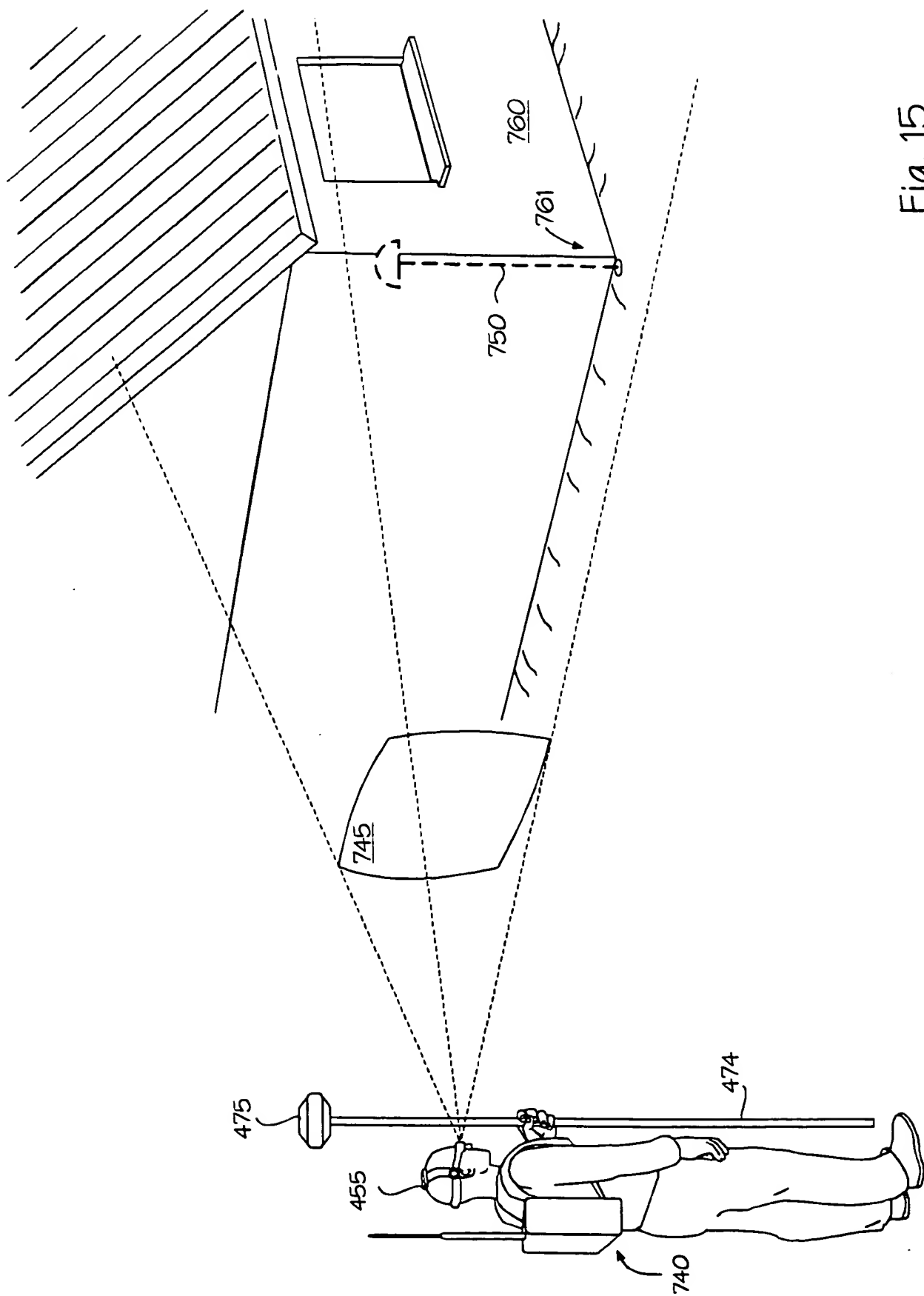


Fig. 15

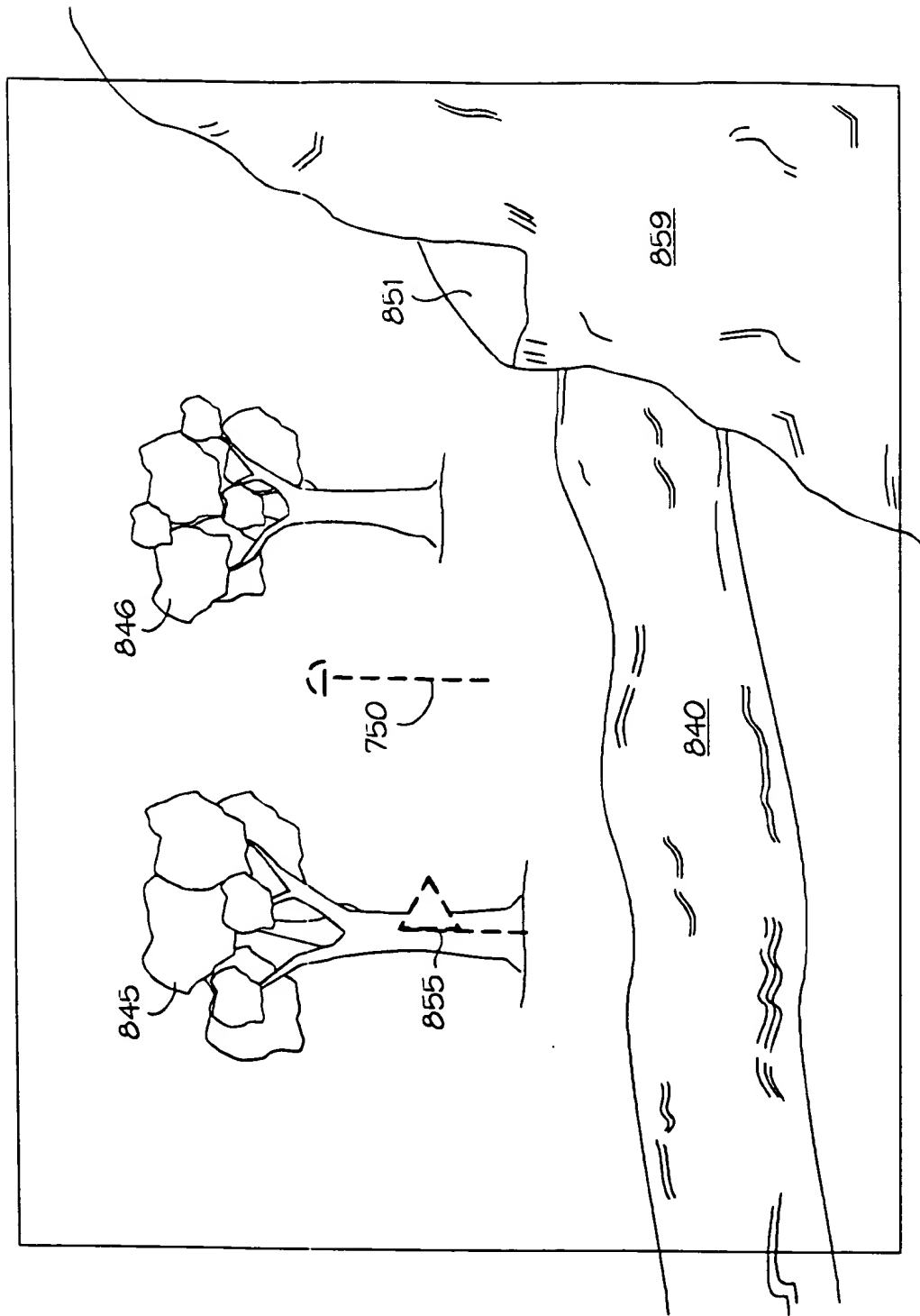


Fig. 16

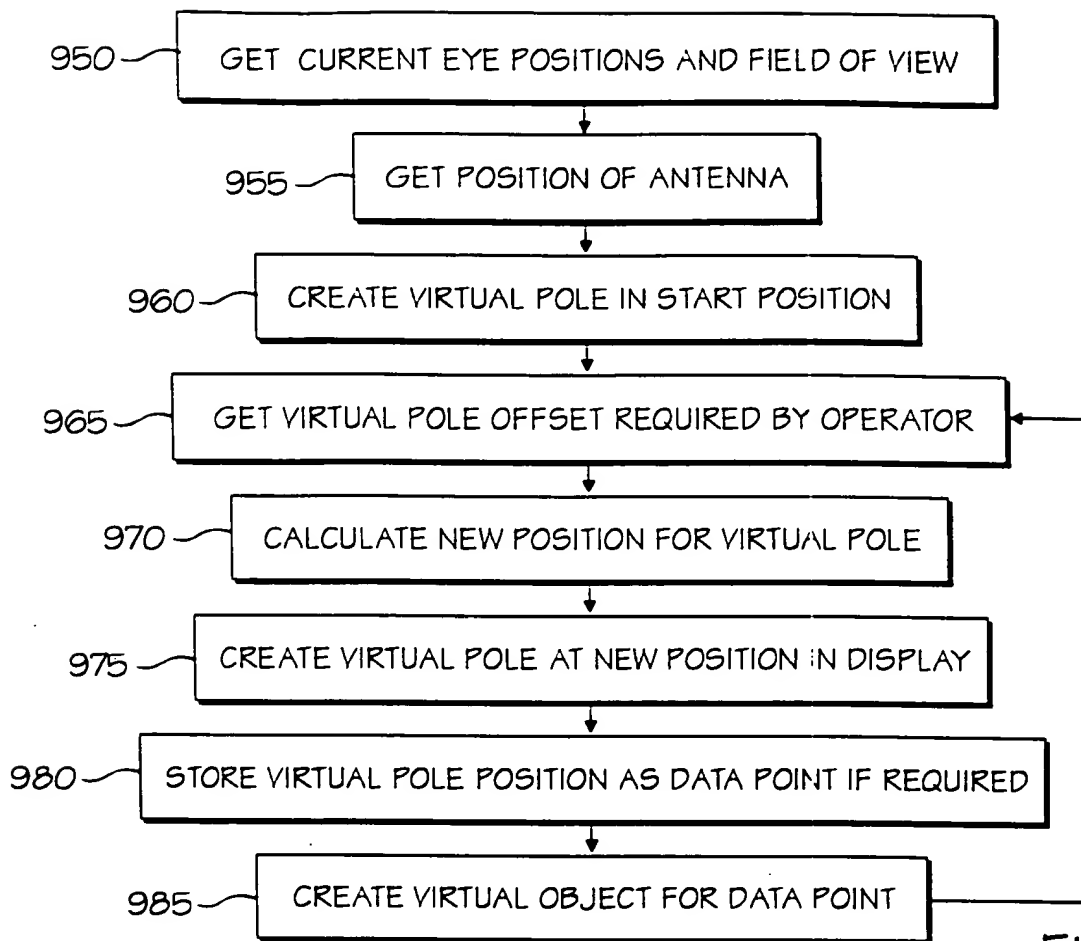


Fig. 17

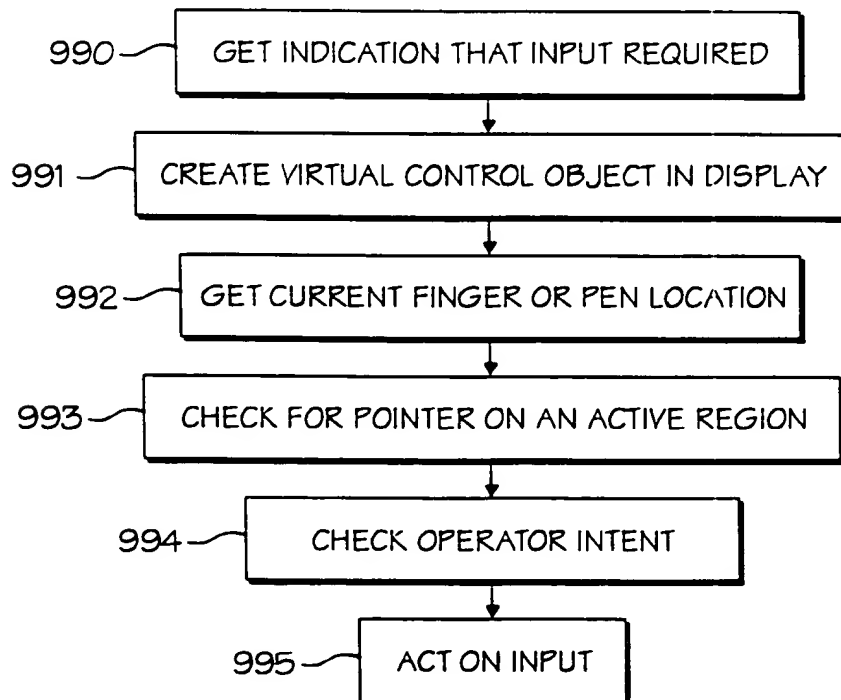


Fig. 20

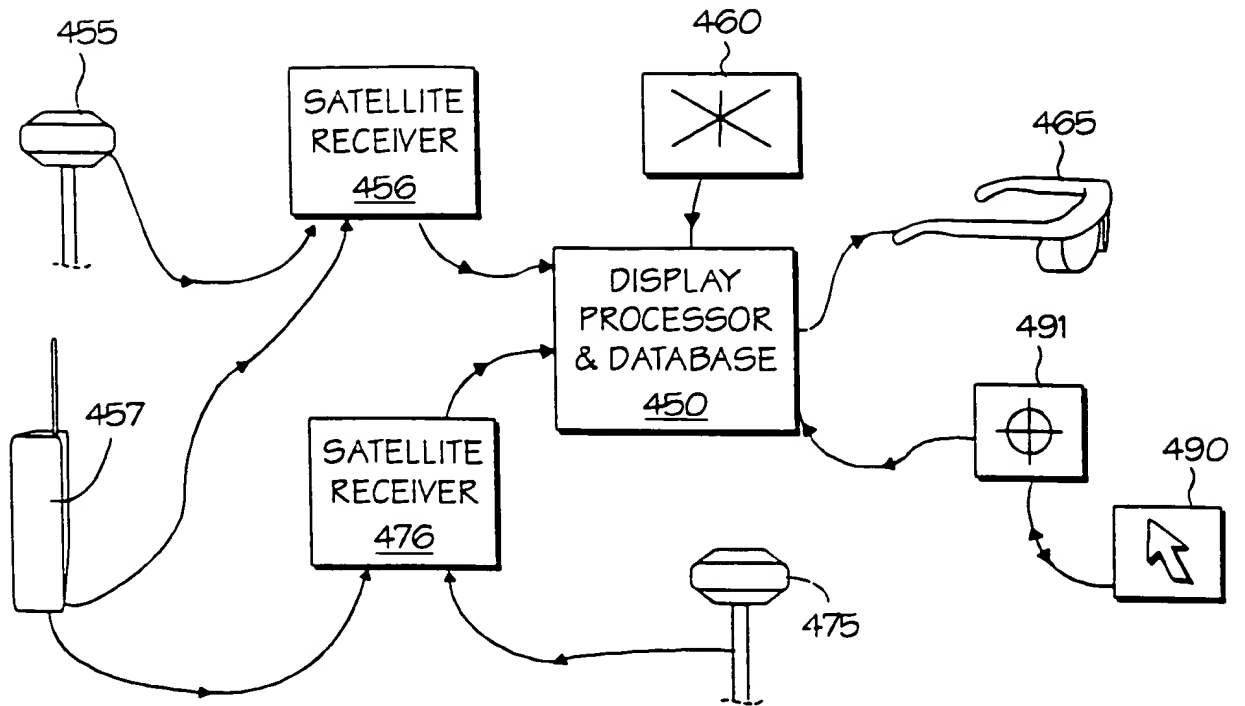


Fig. 18

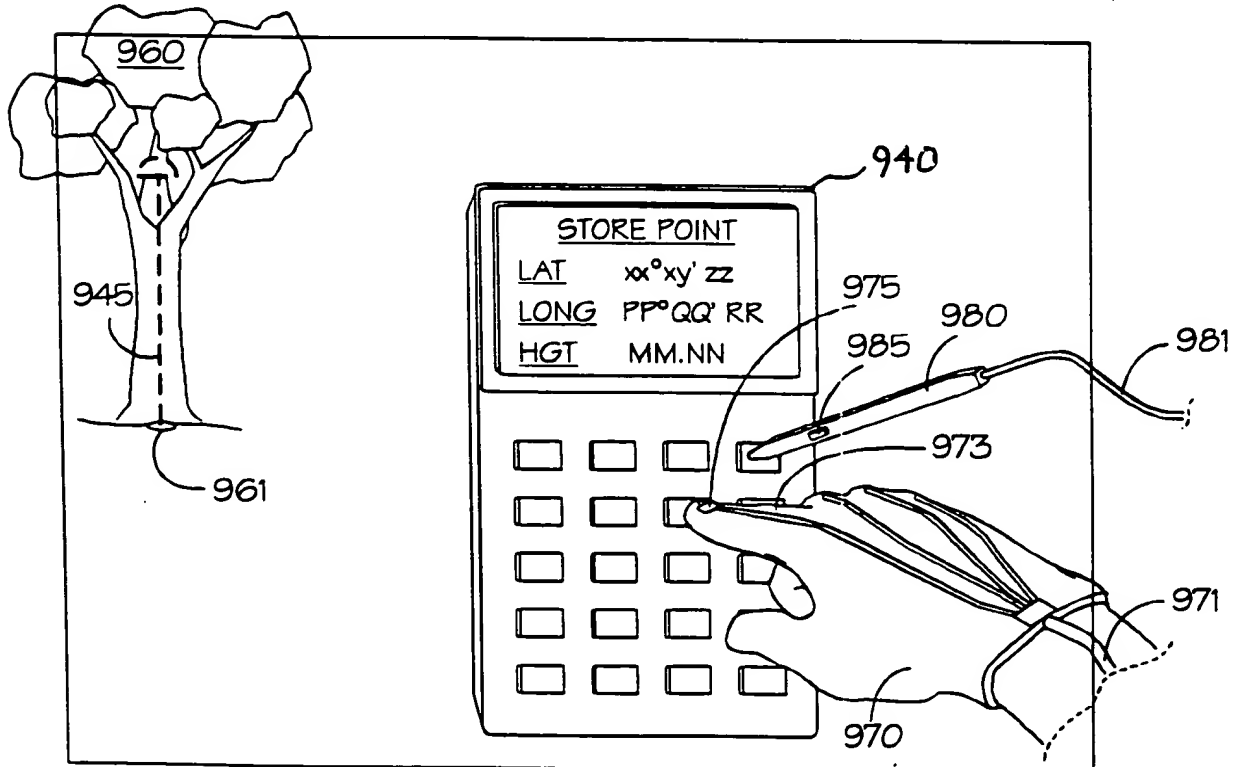
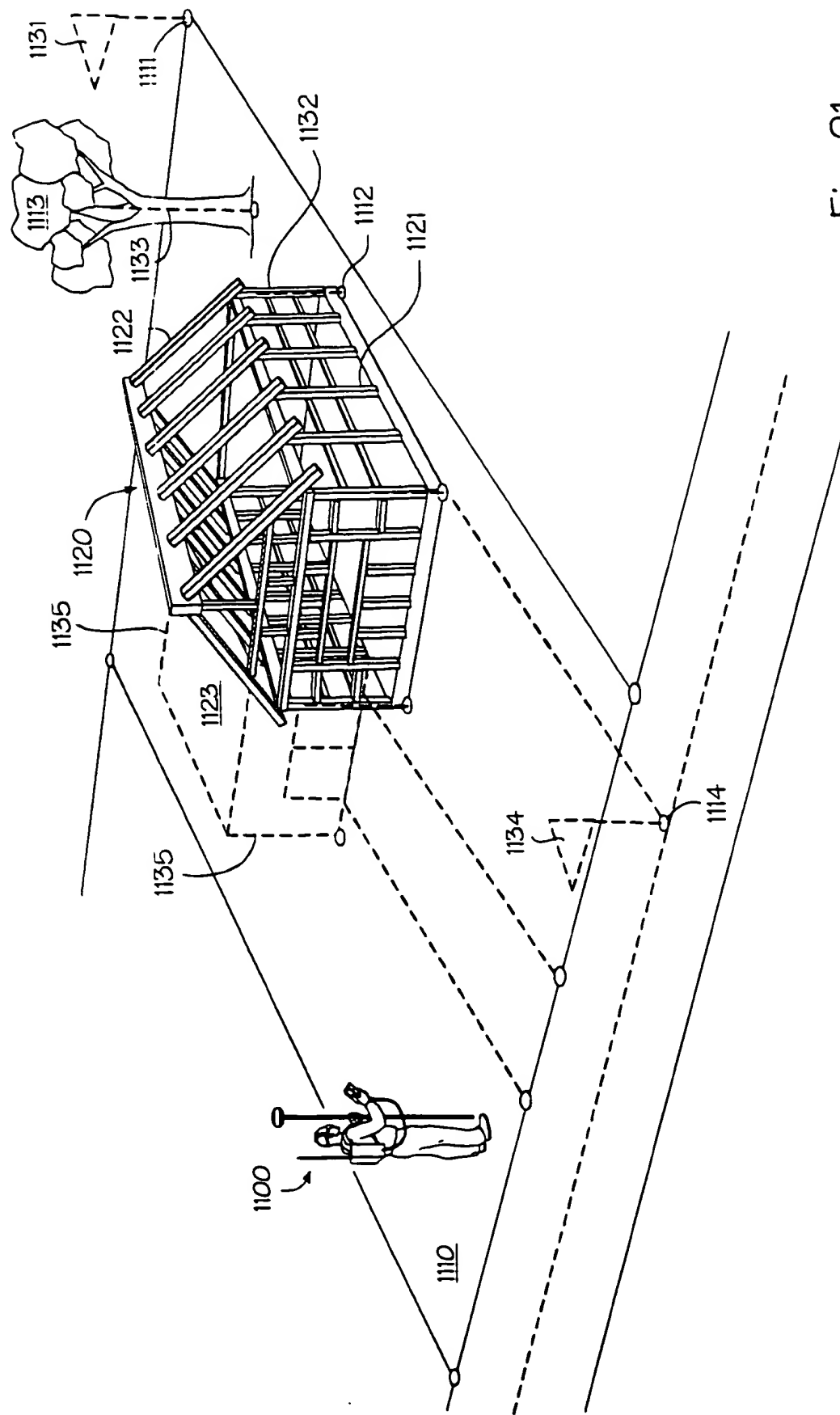


Fig. 19



INTERSECTION OF BEARINGS

POINT 1	PT100
AZIMUTH	170°
POINT 2	PT105
AZIMUTH	80°

CALC

Fig. 23a

INTERSECTION RESULT

RESULT	PTX
NORTH	7.75 m
EAST	8.45 m
ELEVATION	1.5 m

STORE

DISPLAY

Fig. 23b

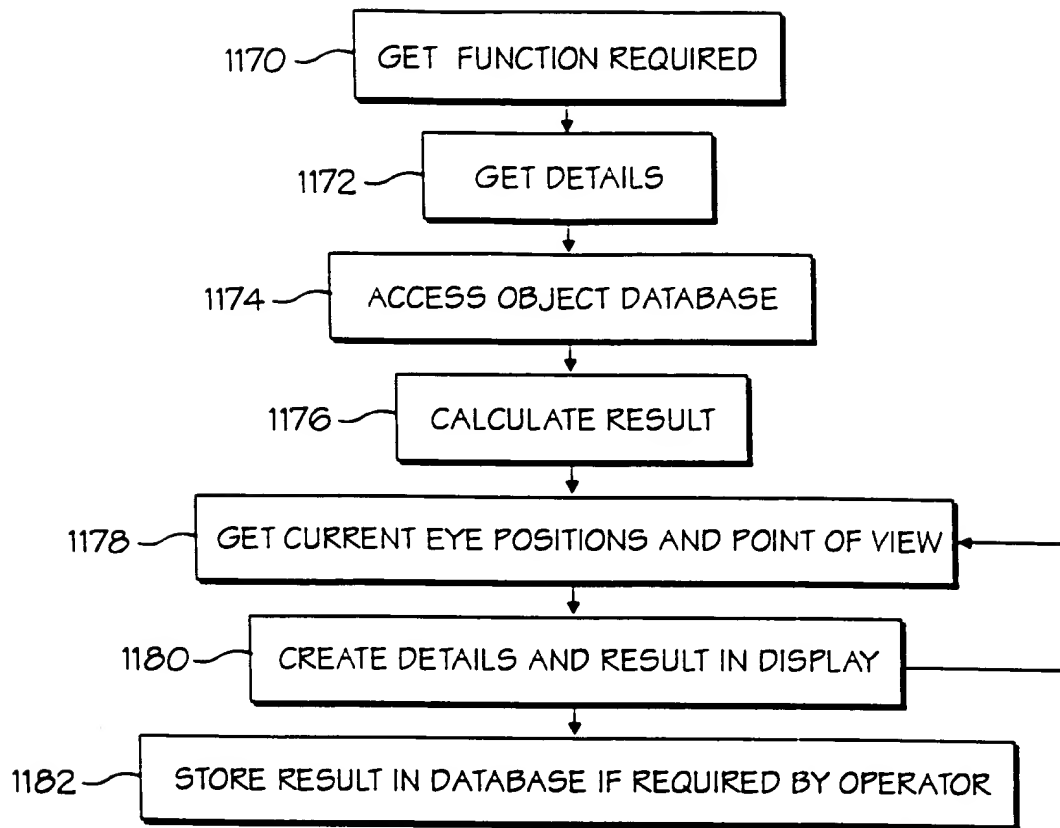


Fig. 24

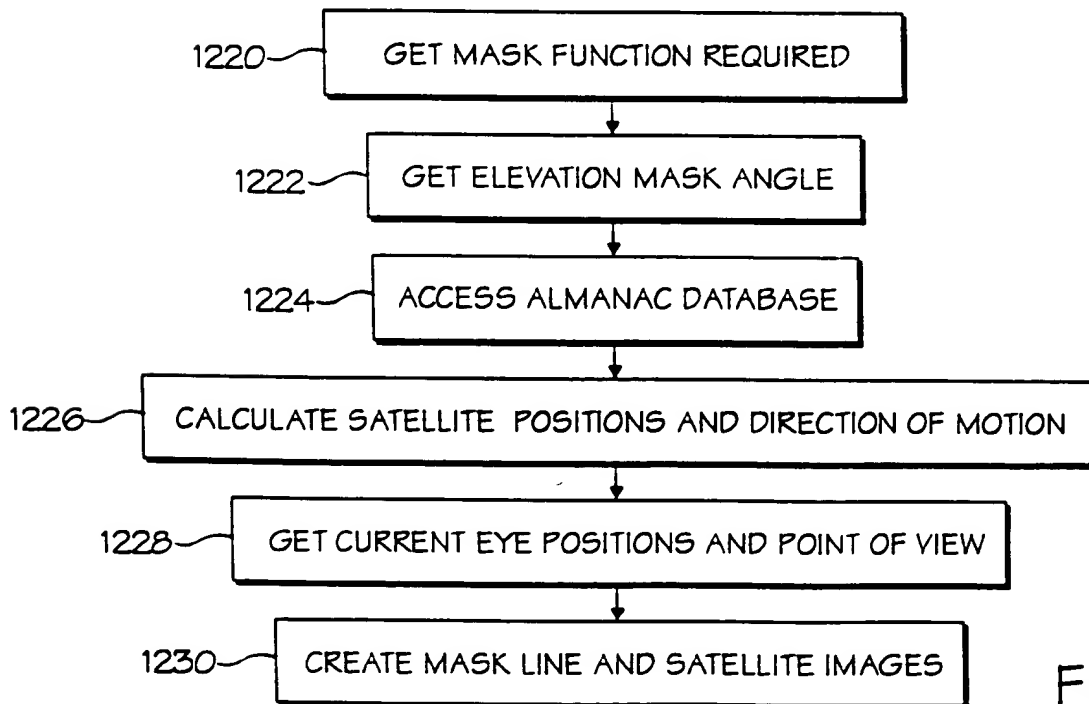


Fig. 26

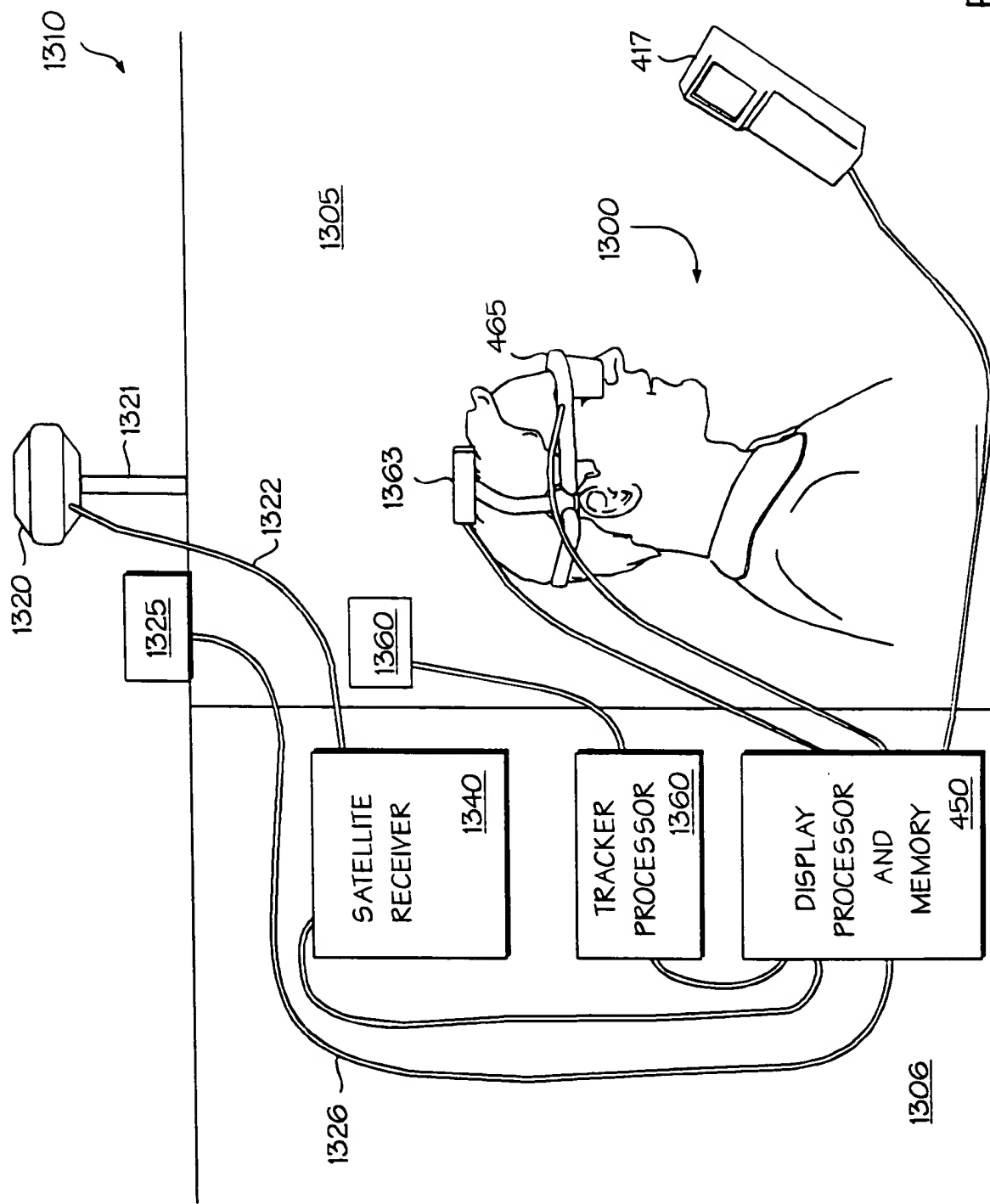


Fig. 27

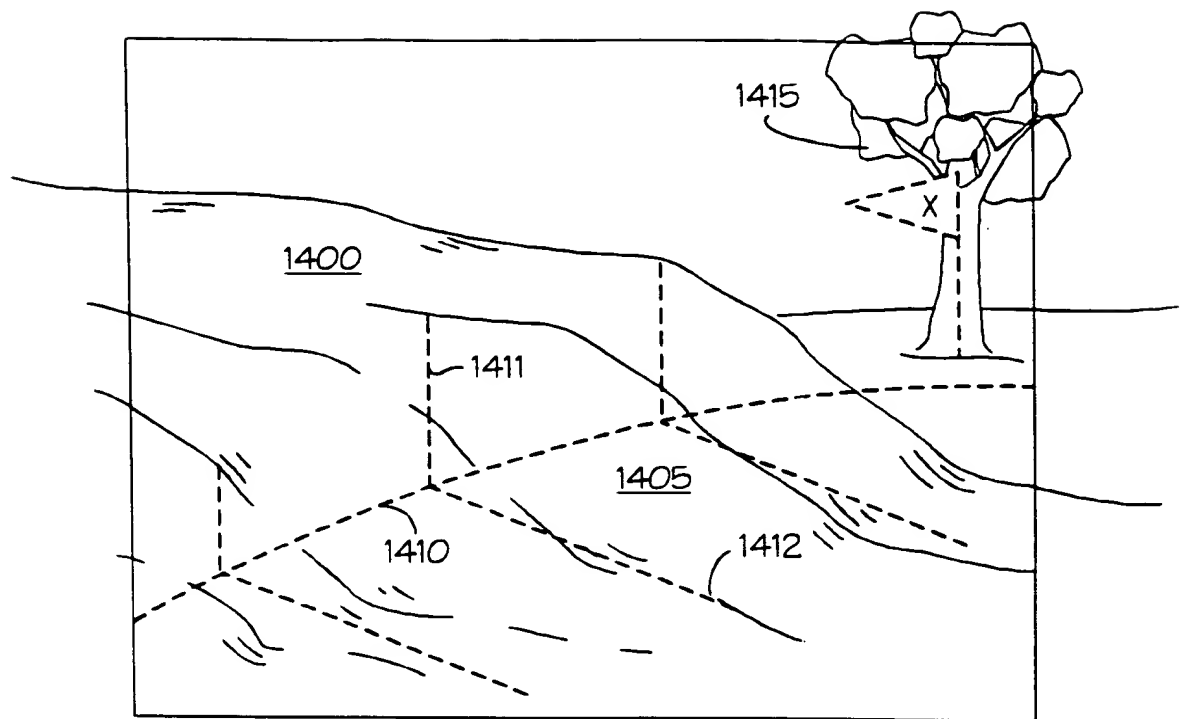


Fig. 28

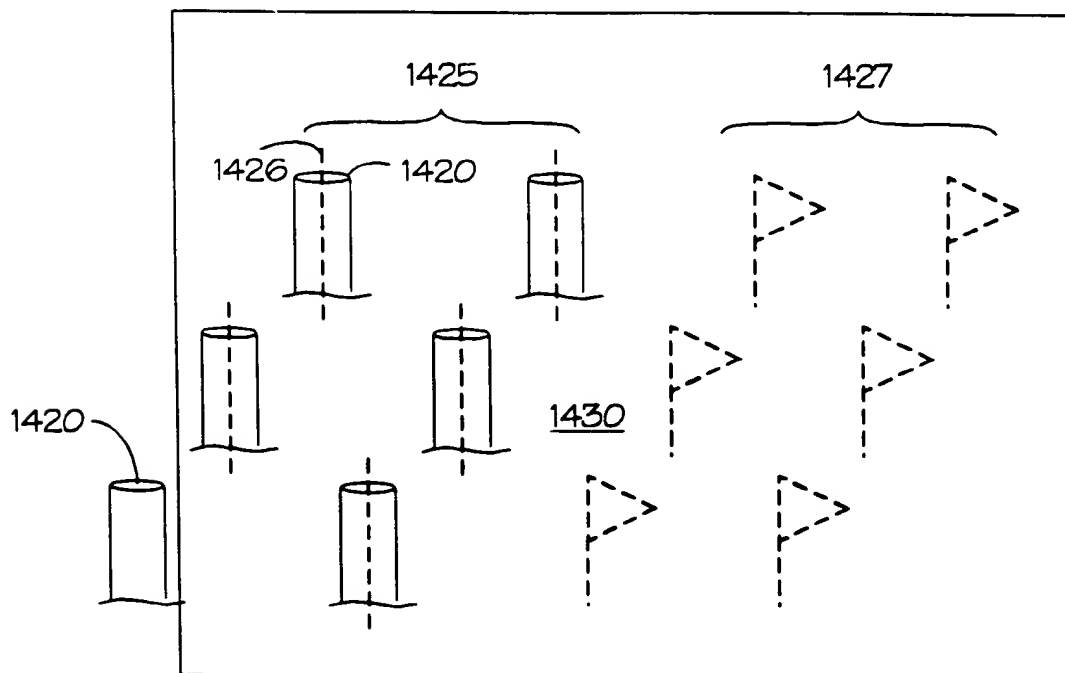


Fig. 29

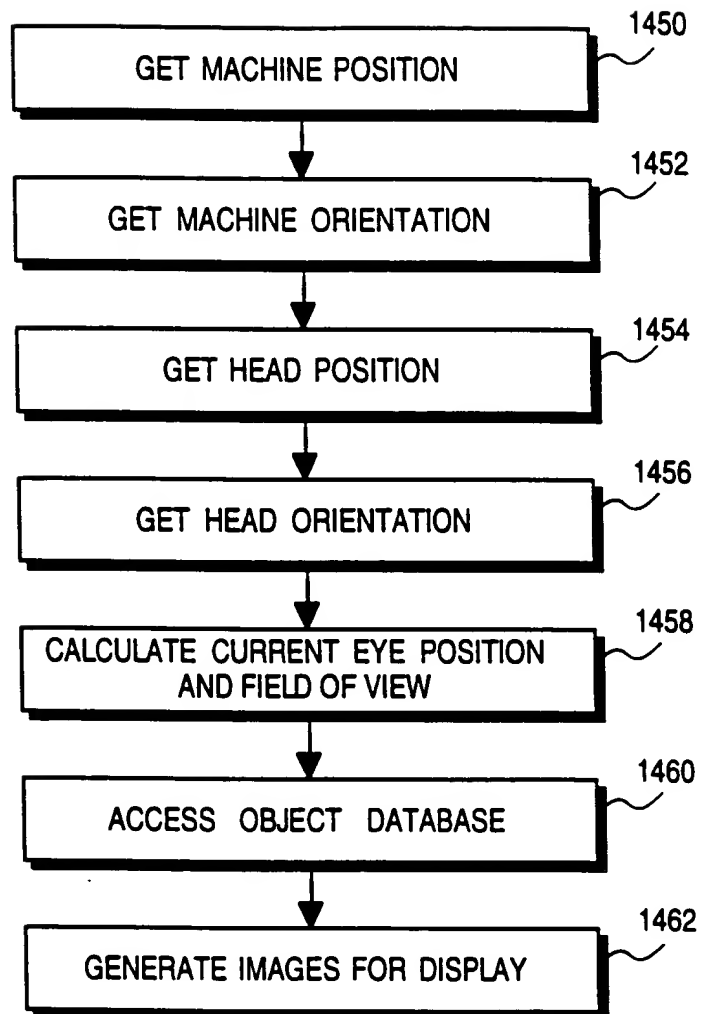


FIG. 30

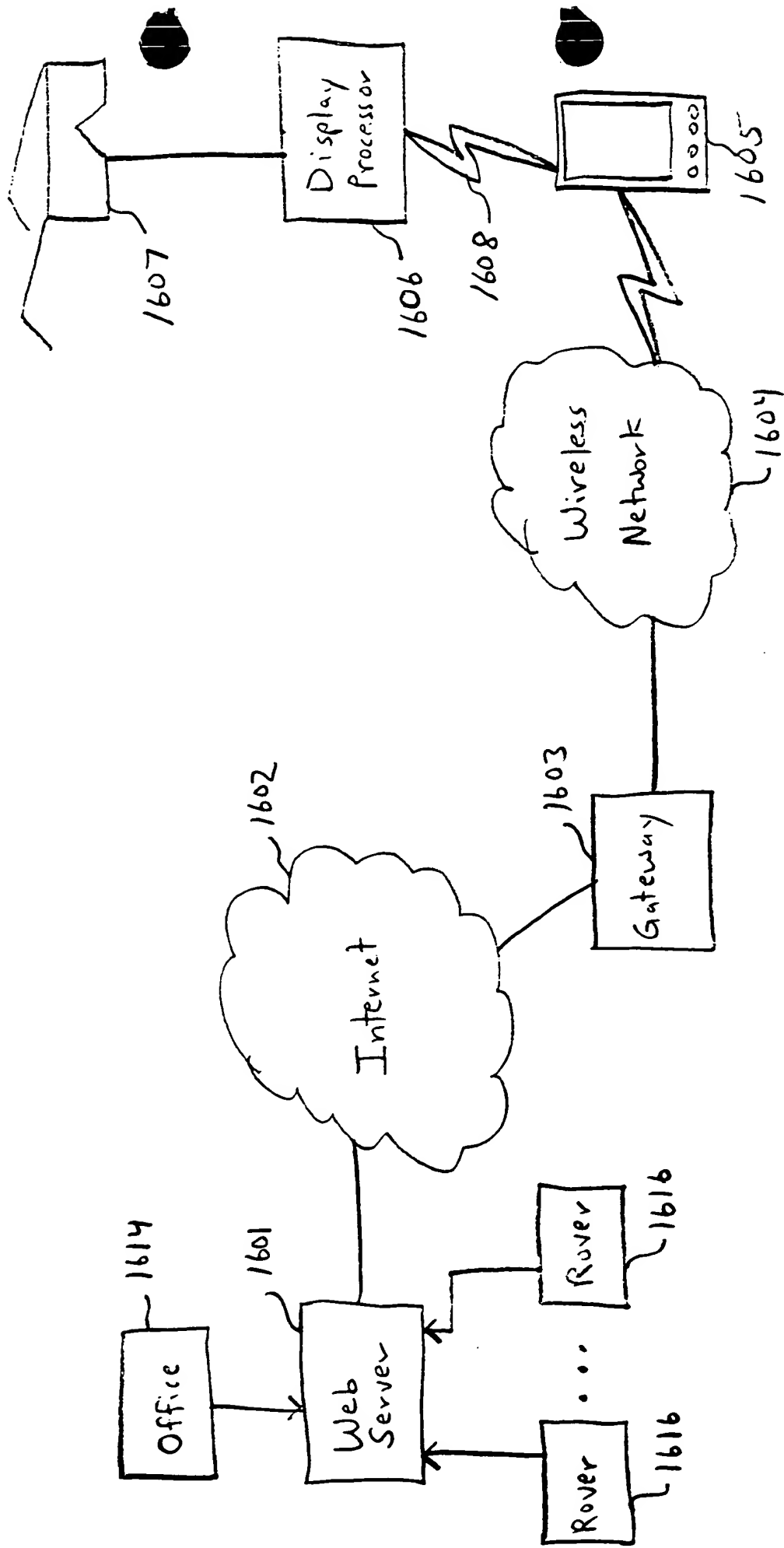


FIG. 31

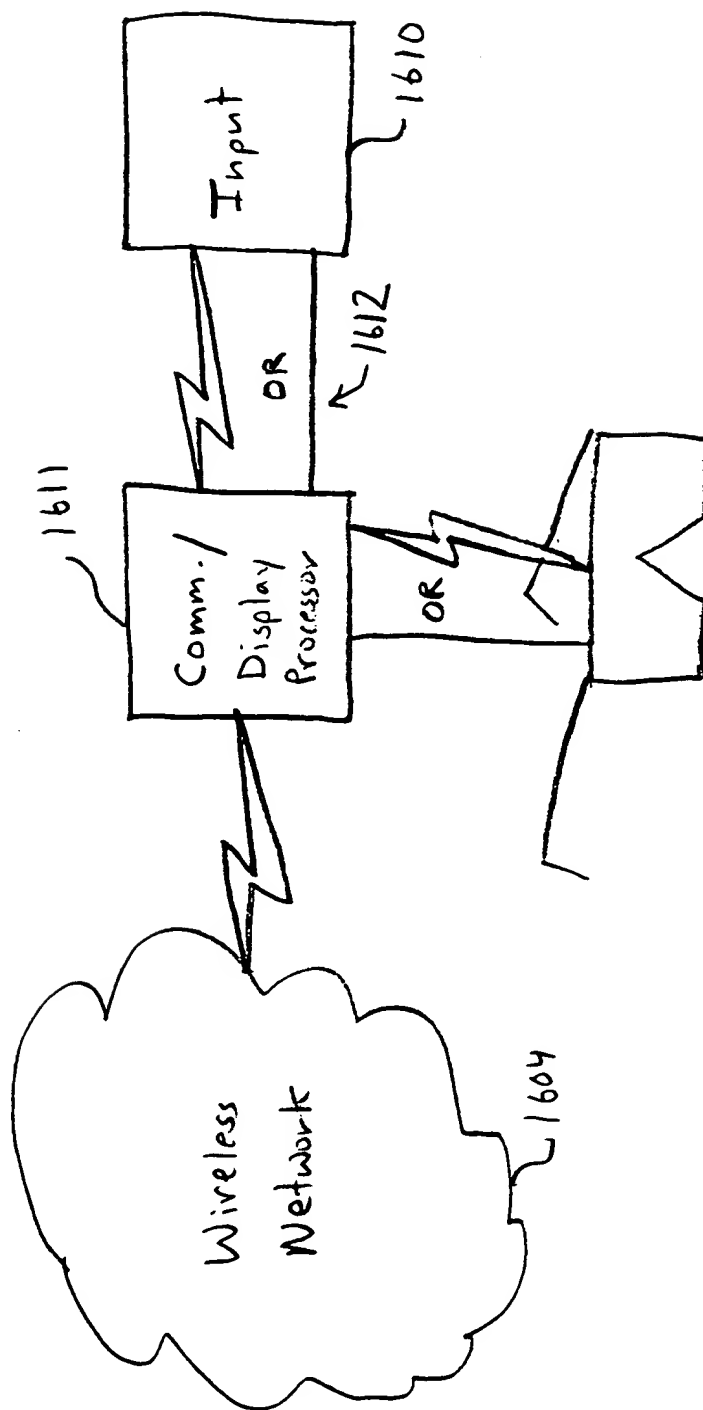


FIG. 32